

Notices of Firms.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co. of London.
Office—No. 8, Stanley Street.
W. H. NOTARY.
17th October, 1926.

NOTICE.

I HAVE this day established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT under the Style and Firm of
MALCAICO & Co.
JOAQUIM MALCAICO QUINOA.
6th April, 1926.

NOTICE.

THE Interest and Responsibility of Mr. JAMES WHITALL in our Firm ceased on the 30th April, 1926.
Mr. WILLIAM PATTERSON was admitted a Partner on the 1st May last, and we have retained Mr. JOHN BELL IRVING and Mr. JAMES JOHNSTONE KIRK to sign our Firm.
J. BELL IRVING & Co.
1221, Hongkong, 23rd October, 1926.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DOWN in our Firm, ceased on the 10th November, 1925.
S. VINCENT & Co.
Swire, China, 10th October, 1926.

The Daily Press.

HONGKONG, SEPTEMBER 23RD, 1926.

THE nervous policy of the Hongkong Government with respect to Chinese grievances is now resulting in a state of things not only highly discreditable to itself, but most injurious to the interests of the Colony. It is foreseen long ago, and, indeed, foretold in these columns, that the action of the Colonial Office in turning a deaf ear to the memorials forwarded by the merchants and residents of this colony on the subject of its blockade by Chinese Customs cruisers would inevitably have the effect of aggravating the evil complained of. Things have indeed gone from bad to worse: the blockade has certainly been most abundantly fulfilled. The number of junks seized has largely increased. As stated by us a short time since, no less than thirty of these vessels have been intercepted on their way from Hainan to Hongkong and Macao within a brief period, and on the most recent occasion, Nor is this all. The rapacity of the Customs officials seems to grow with the impunity which attends their illegal, unjustifiable, and violent acts. Not only junks, but the small craft, cargo and passenger boats, leaving Canton and the villages on the river with provisions and other articles for Macao have been seized, on the pretext of smuggling, or that their manifests did not agree with their cargo, and subjected to heavy fines. The result is that in Macao the price of many necessities of life has risen greatly, while a number of boat owners have given up trading, rather than run the risk of being thus black-mailed. The junk trade of this colony is, of course, suffering from the enforcement of this system of official squeezing, and that of Macao, already woefully reduced, is threatened with something like utter ruin. All this is most unmistakably due to the pusillanimous attitude assumed by the Colonial Government, in which it has been backed up by the SECRETARY for the Colonies.

The policy of the Hongkong Government on this subject has, ever since the departure of Sir RICHARD GRAYES MACDONALD, been of a most inert character. It has resolutely endeavoured—and this is the only respect in which it has exhibited any decision—to ignore this uncomfortable and disturbing question. It sought to solve the subject as long as possible, and when at length compelled to take some action, indulged in milk-and-water despatches that have in the end only operated prejudicially to the interests of those who desired and deserved its protection and assistance. Had the vigorous policy which Sir RICHARD MACDONALD adopted been followed by his successor, the evil would never have attained its present proportions, and might perhaps have been abolished, as far as at least, as it affected the trade of Hongkong. But it was not, and an organised system of extortion on the junk trade was the consequence. That most glaring example of the unlawful procedure of the Chinese Customs Authorities, the seizure and confiscation of the *Kun Hing Sing*, will not soon be forgotten. The facts in this case were clear and undeniable. The junk cleared from Tamsui for Hongkong with a miscellaneous and valuable cargo, on which the lekin tax was duly paid and receipt given, and yet it was captured by a Customs cruiser in the Ly-moon Pass and in British waters, taken to Canton and there confiscated and sold. An appeal was made to SIR ARTHUR KENNEDY, who transmitted instructions to Sir BROOKS ROBERTSON to take action in the matter. What action R.B.M.'s Consul at Canton took was now a matter of history. It certainly did not serve the cause of the unfortunate junk-owners, nor did the Imperial Government display any interest or activity in connection with the affair. The petition addressed to Her Majesty by the Chinese merchants of this colony on the subject was allowed to lie unheeded for months in a pigeon-hole at the Colonial Office. And when at length it was answered, the reply was of the most unsatisfactory nature. The British Government has clearly made up its mind that there is a great deal of smuggling going on at the port, and it will not listen to the voice of the community though it is unanimous in representing the injury done to the trade of the colony by the unprecedented conduct of the Canton Customs Authorities. Some one is responsible as the adviser of the Imperial Government, no doubt; but it cannot be denied that this colony has been treated slightly by the head of the Colonial Office.

Lord CARANOV is not likely to be troubled with any more Chinese petitions or memorials on the subject. Neither is the Hongkong Government. We state this on good authority. The native merchants have tried and found both wanting. An appeal to either would prove utterly hopeless. More than this, it would involve the junk-owners in greater difficulty and render him liable to a heavier fine. It is not likely, therefore, that he will again lean upon such a shaky reed as the Government has proved in the past. The Chinese have chosen for their future to bear the ill they have, which is

bad enough, but might be augmented by appealing for protection where there is no chance of its being granted. When a junk or vessel is seized, they will submit to be "squeezed," will make the best bargain possible. Such is the decision come to by the natives. It cannot but have an adverse influence on trade and commerce. These heavy imposts upon trade must tend to restrict trade and discourage enterprise. The local Government, has had opportunities of making its influence felt, but has failed to use them. It has lost prestige in consequence. It is a "notion" feared not elsewhere in China. The Chinese merchants no longer trust in its ability to shield them from the extortions of the Canton Authorities, and have ceased to hope for redress through its intervention. In fact Chinese authorities assert itself in Hongkong, indirectly, and probably exercises as much real power over the wealthier natives as the Government itself. British prestige has indeed for some years been declining all over China. Frosts of this kind are afforded nearly every week in the attacks made upon and insults levelled against British subjects. The timid and wavering policy of the Government of Great Britain is bringing forth fruit which is not pleasant to the taste. Time was when foreigners, chiefly through English influence, were both feared and respected in China. But it has gone, and will never return until the British Government retraces its steps, and once more shows a firm, unflinching, and decided determination in the East. It is idle to attempt to govern India according to English ideas; it is equally idle to seek to deal with the Chinese as with Europeans. Why attempt to keep up the miserable fiction that China is a civilised power? Why not at once recognise the plain truth that she possesses an antiquated but imperfect form of civilisation, and that, practically speaking, she is without a Central Government? Having recognised this fact, it would be easy to deal with her accordingly, and many unnecessary complications would be thereby avoided. But it is useless to hope for any change in the policy of the Imperial Government at present; it is to be feared. It is perhaps equally futile to expect any alteration in that of the Colonial Government as at present constituted. But trouble will assuredly arise out of past mistakes, when it will be too late to correct them.

The Rev. Sholto Douglas Vice of All Saints' Church, England, is now in Kobe, and is expected in Yokohama.

A circular has been issued by Messrs. Temple, White & Co., stating that they have made arrangements to carry on the business of the late firm of Malouin, Hudson & Co., of London, and of Hudson, Malouin & Co., of Japan.

The request on the body of the Chinese female, third wife of an opium merchant, who died on the 18th inst., was resumed yesterday. It was, however, again adjourned for a week.

In the Summary Jurisdiction Court yesterday, Mr. Justice Snowden gave judgment in the case of *Chun Yung Cheong v. Inspector Lyngahat*, of the Naval and Police. The action was for the recovery of \$350 balance due on a building contract, and a verdict was given for plaintiff for \$1. Judgment was also given for defendant in the case of *Yip Fat Chun v. Chun Cheong*, \$345.40.

By the British steamship *Douglas* we learn that the S.S. *Yung Sing*, a Chinese vessel, was captured by a Japanese gunboat in the waters of the Yellow Sea, and that the vessel was laden with opium. The Japanese gunboat was lying off the coast of Korea, and the vessel was captured by the gunboat. The vessel was then taken to the port of Seoul, and the opium was confiscated. The vessel was then released, and the crew was allowed to return to their homes.

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they would obtain a superior class of men, who could read and write themselves in this way, and thus secure a more efficient performance of their duties.

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China, if we are to do what is proposed at this meeting and in the way suggested, I am sure that the great power will be given to the Chinese people, and that they will be able to manage their own affairs.

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the general Agents or simply those from outside—and can you tell us how it is that there are a number of mistakes on the part of the Chinese?

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and Japan Marine Insurance Company, which is conducted by a qualified Secretary and a Board of Directors, and by its policies it is able to do business on a scale which is greater than this Company's. The "China Thunders" have been compared with "I am somewhat surprised that such a comparison was drawn, but we can better compare with this Company after the first year's Report under its present system. But the real question is, can the business of this Company be conducted as advantageously in one year as it is at present, and the Directors after a most careful consideration may say, and the figures of the only other company under a Secretary's management, which is a business to our support and aid. Regarding the commission paid to the various Agents, this Company pays 5 per cent, as does every other company in China; and with regard to the Agents held by my firm I may tell you that we have been very careful not to pay the expenses of them by a very considerable amount. We should have a good deal of money by resigning the Agencies at Shanghai, Peking, and Canton. Now I think the Shareholders of this Company have no real grievance. These who are honest investors receive 12 per cent per annum, and though to some of them it may not seem much, it is very good for them, and without expenses, so long as they receive 12 per cent for their money I should think they would be desirous to continue the investment.

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had been effected up to Tuesday last. The employers, although well known to the Chinese officials, were still at large, and it was very evident that the Chinese officials were either unwilling or unable to bring them to justice. The work is entirely suspended, and we are informed that a heavy chain for damages, and also some money for the delay, has been sent to the high provincial officials.—*Shanghai Herald.*

ORIENTAL.
Messrs. Spencer & Wolff write from Chongking on the 15th:—Since the date of our last business in Gray Goods has been partially suspended, and as usual at the time of quarterly settlements, very few orders have been made. We do not expect to see much improvement for another week or ten days, when an active autumn demand will most probably set in, as usual in the country are reported to be very small.

CHIEFOFF.
The U.S. steamer *Kearney* returned from a cruise to Yangtze, on the 12th inst. Mr. Shapley, U.S. Consul, is expected to be giving the Missionaries some trouble by being impudent. Their officers, however, seemed to be of a good deal, and denounced their notion, yet were much amused by the Chinese. They had of them to examine foreigners' houses, etc.

TIEN-TSIN.
There is little of importance to report from "the entrance to the Capital." It is very interesting to know that the British Consul, Mr. Wade, was half-way to Peking on the 10th inst. All quiet and peaceful.

The Chinese have it that Governor Li does not feel sure of the responsibility of granting the demands of the British Government, as made by its representative, but that he said a Commission would be sent to England to settle the matter there. Doubtless he would like to gain time.

The timber for the dredging machine purchased by Governor Li last summer has arrived, and are being put together. The machinery is expected to be ready in a few days. It is to be used to dredge the river, and is to be a failure, as were some of the others. The dredging machine is to be used to dredge the river, and is to be a failure, as were some of the others.

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